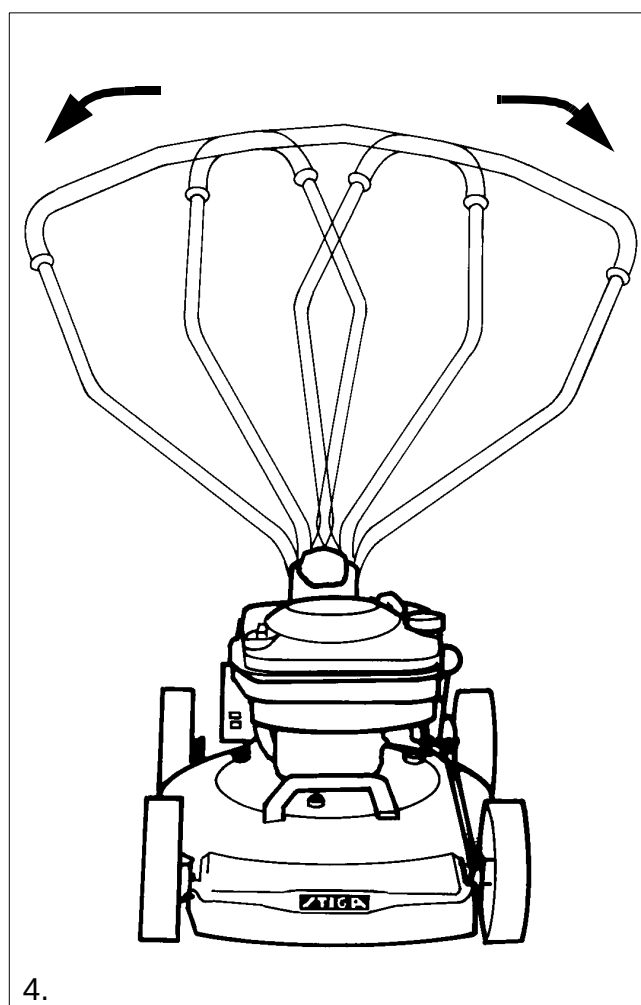
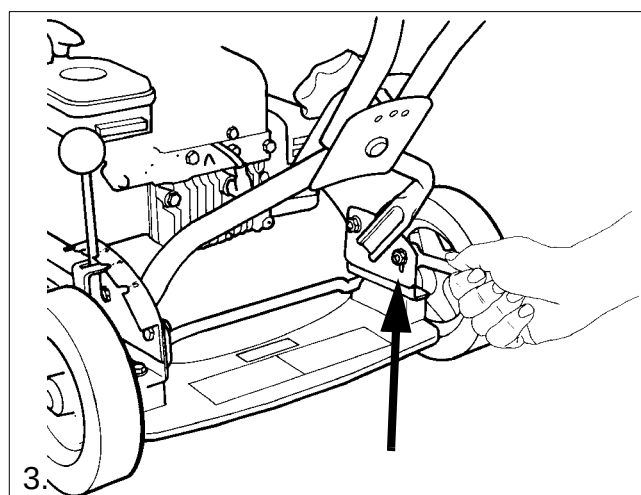
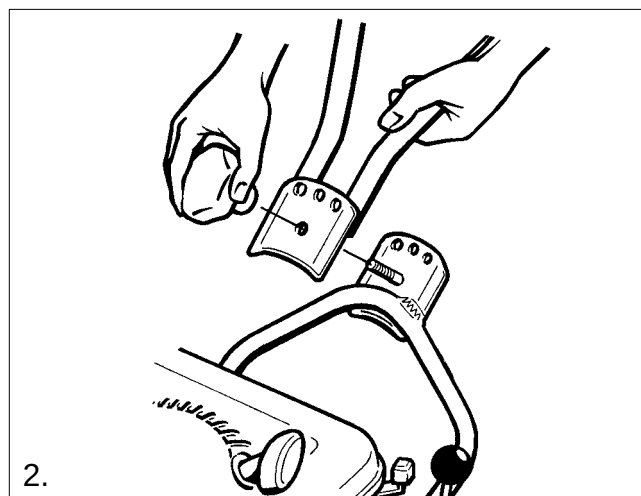
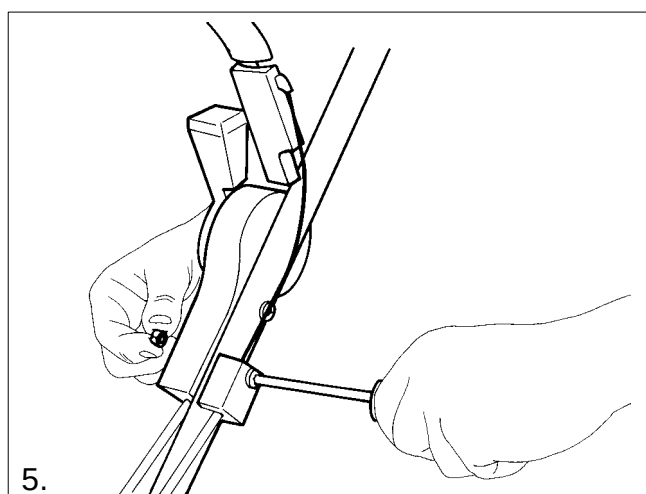
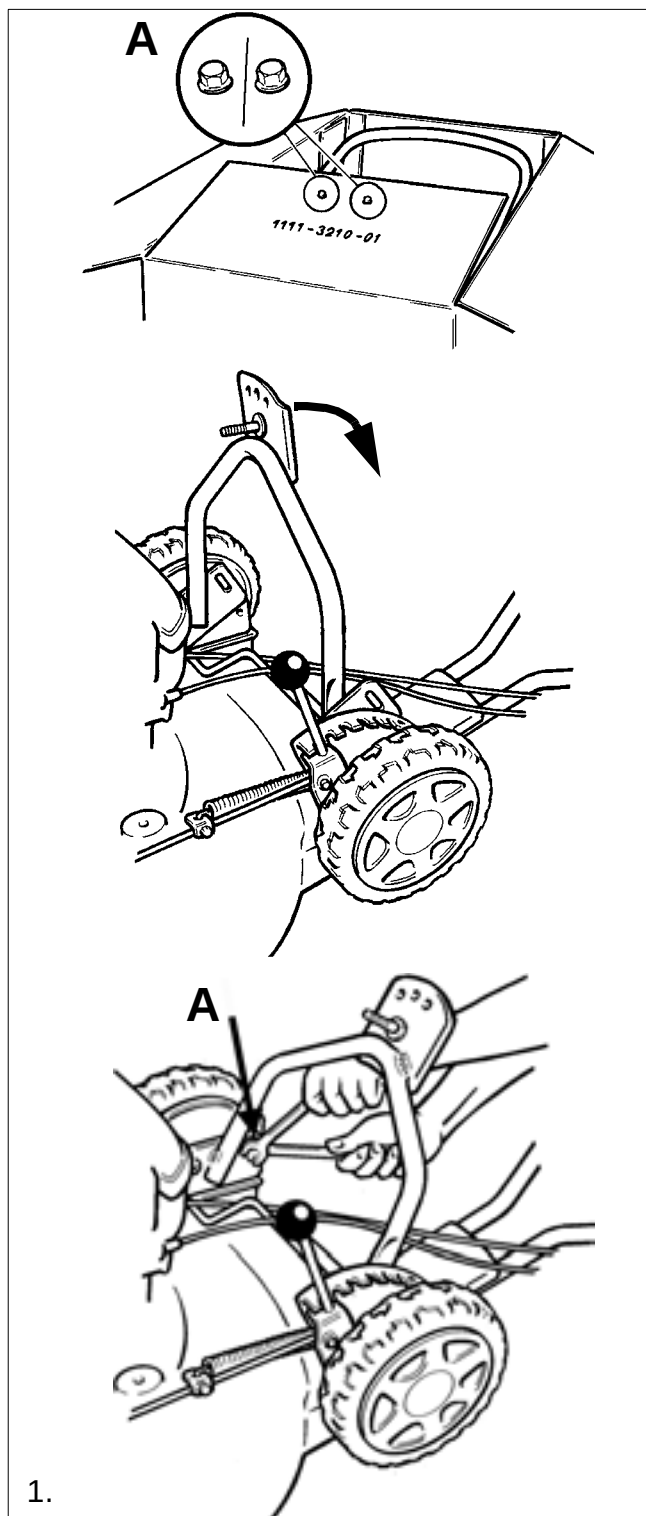


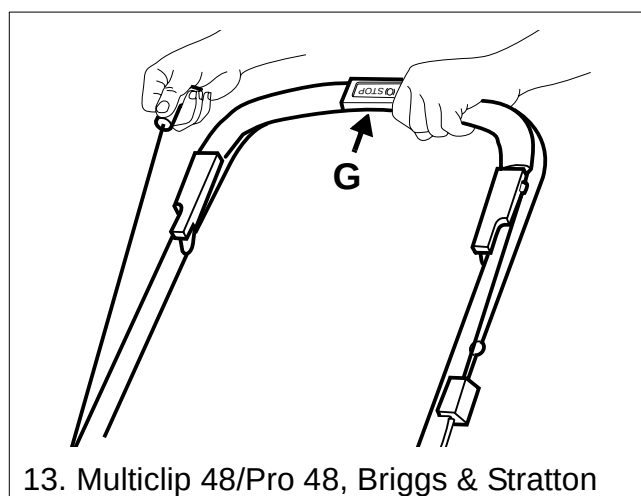
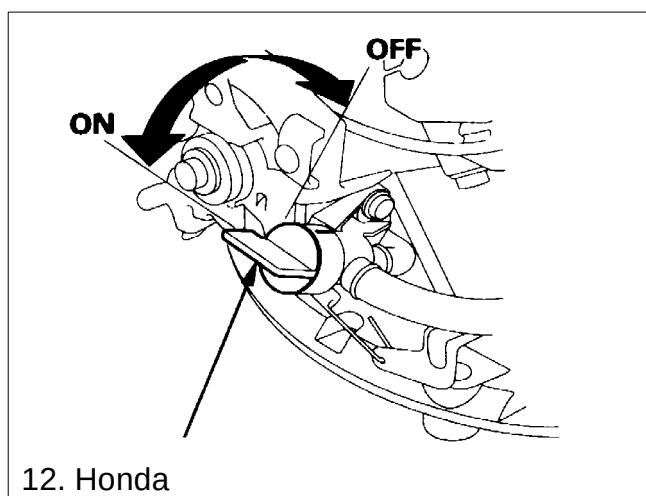
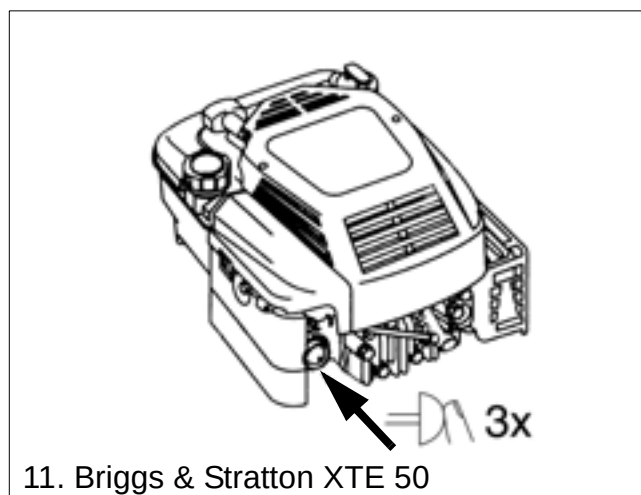
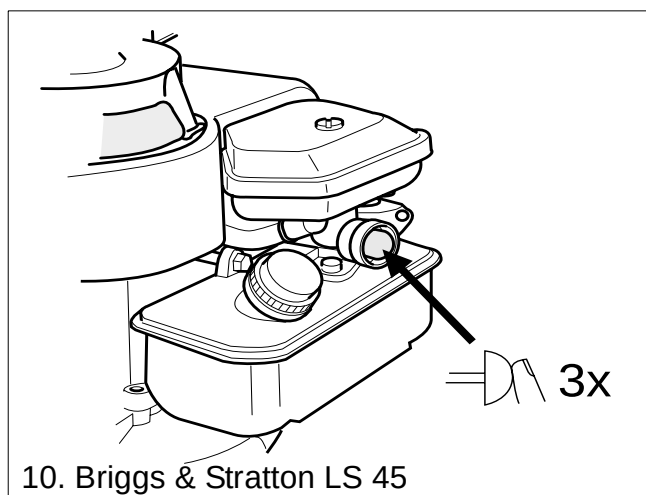
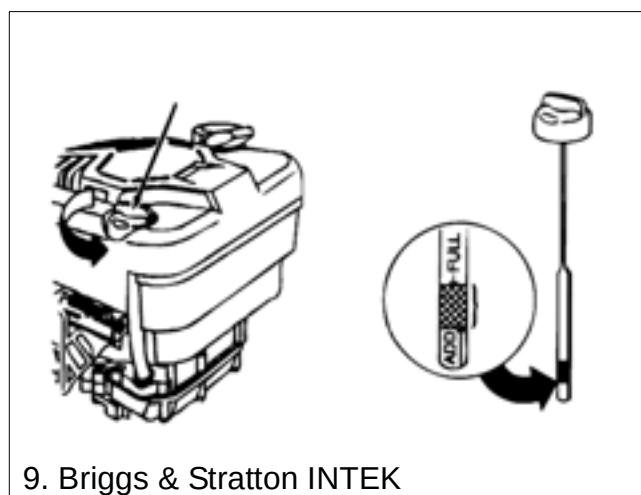
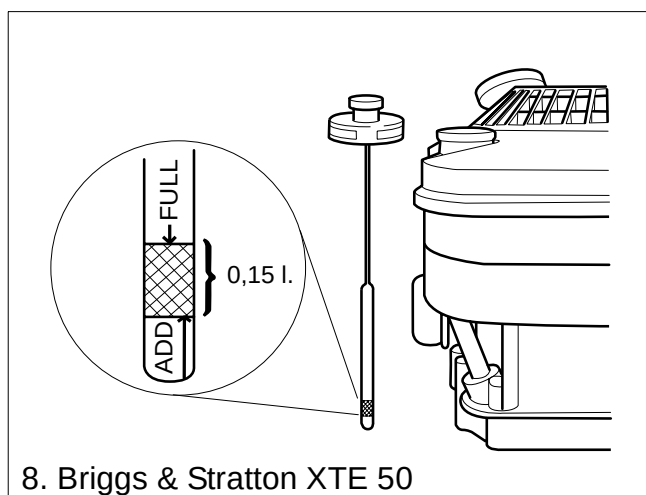
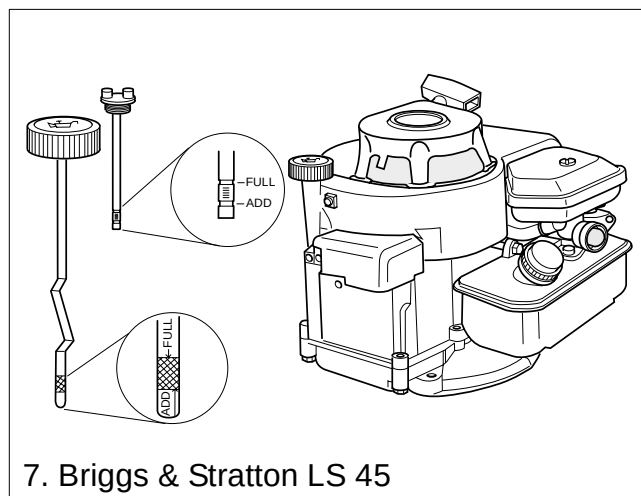
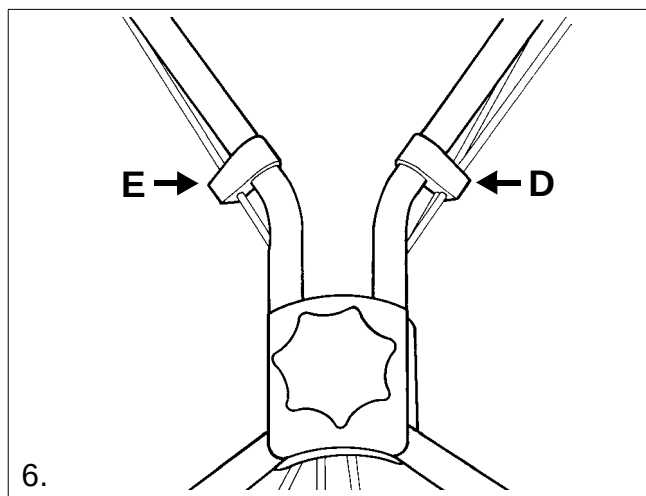


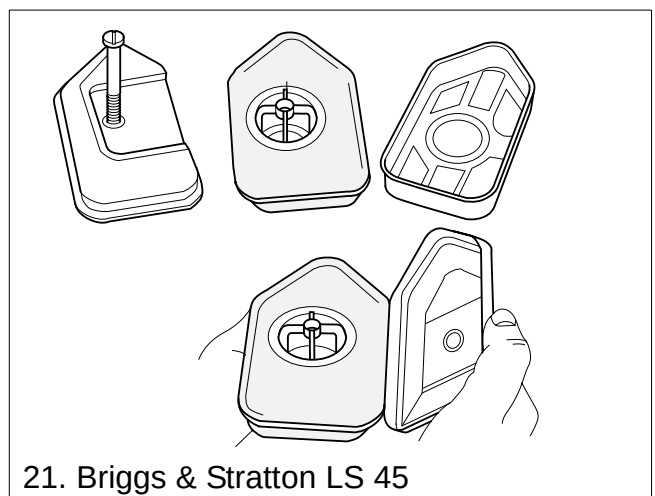
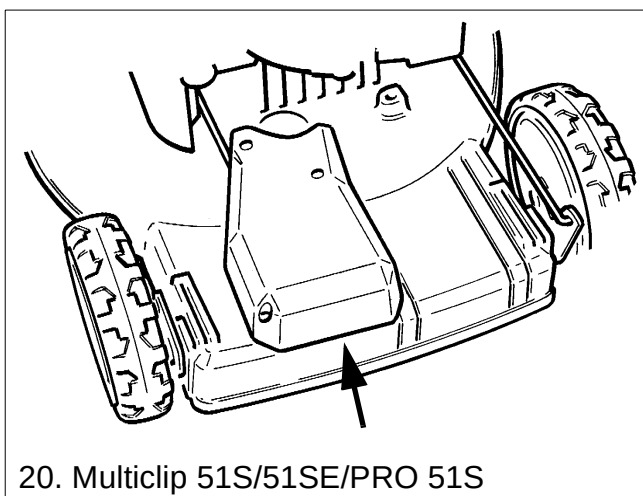
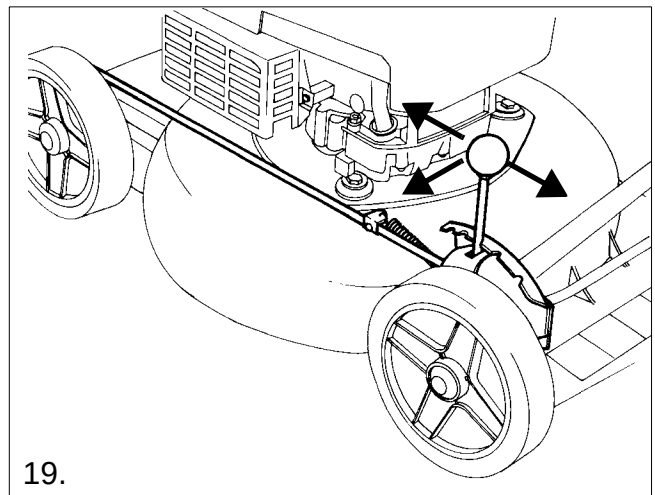
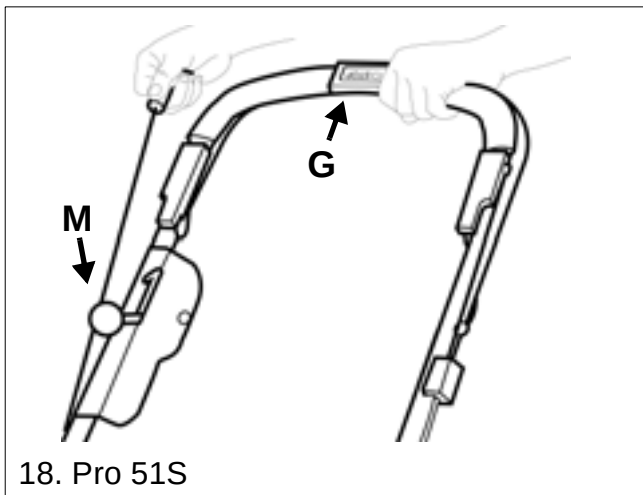
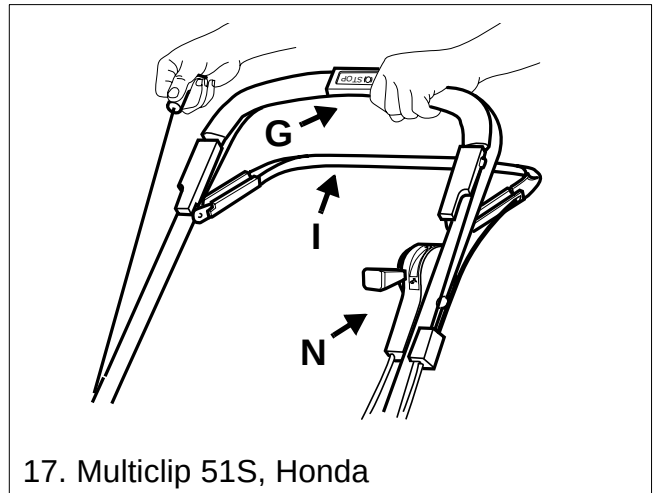
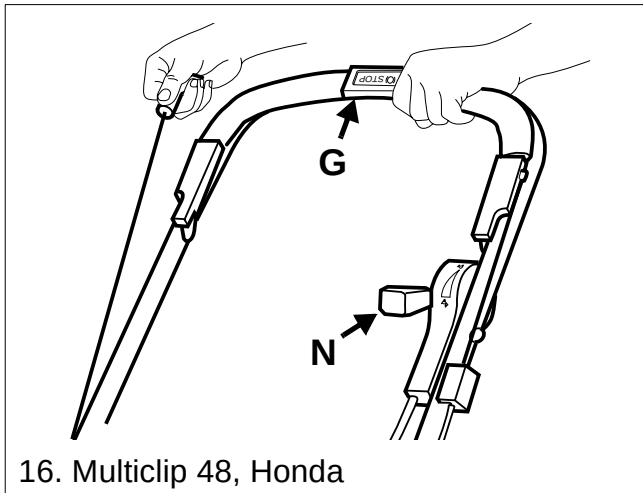
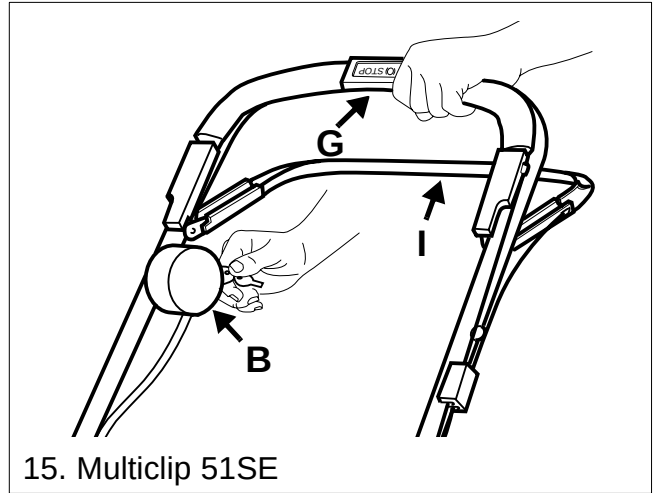
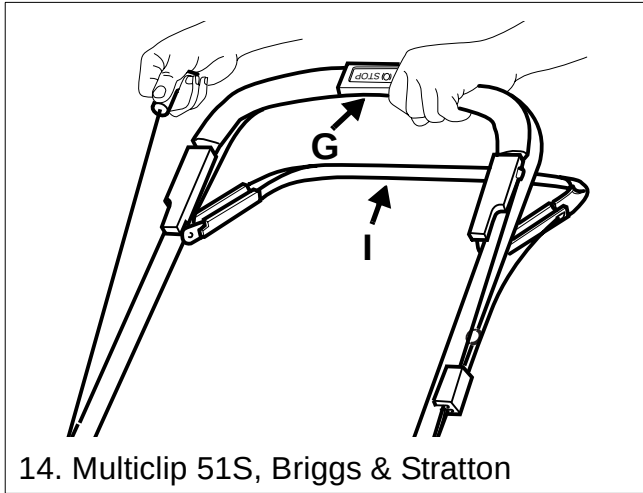
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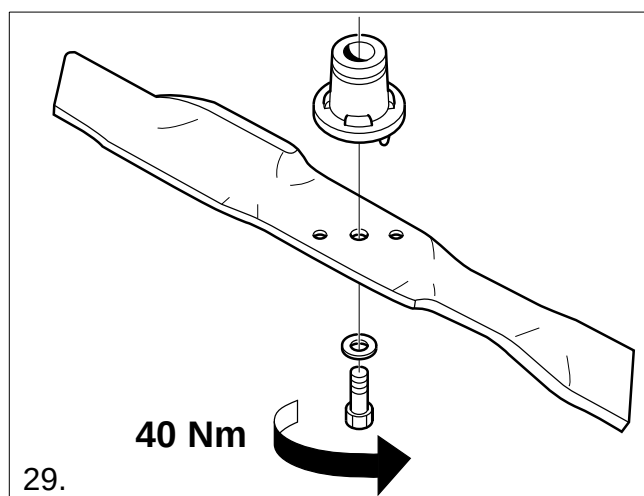
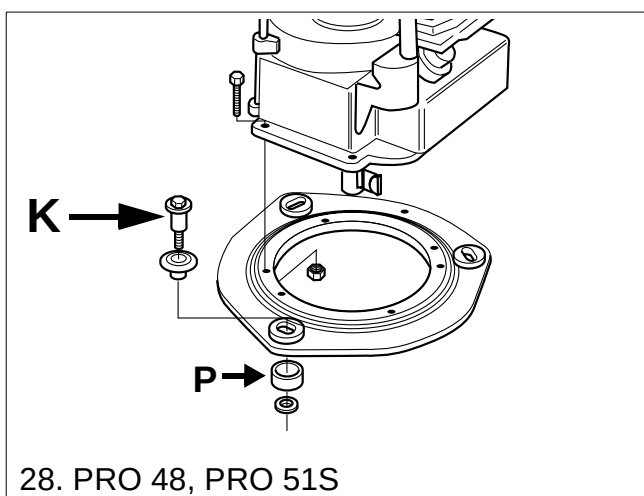
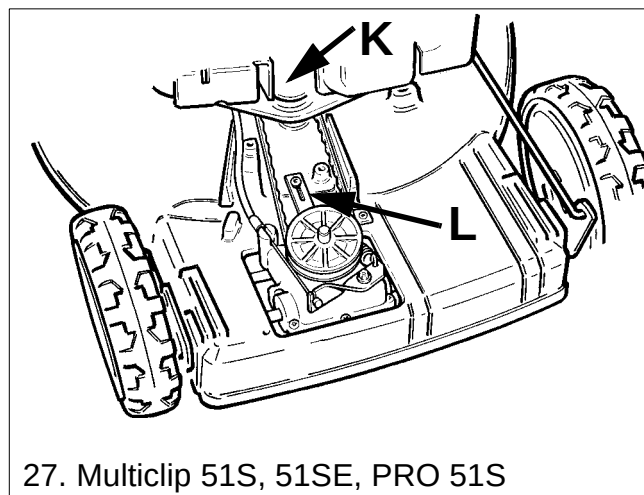
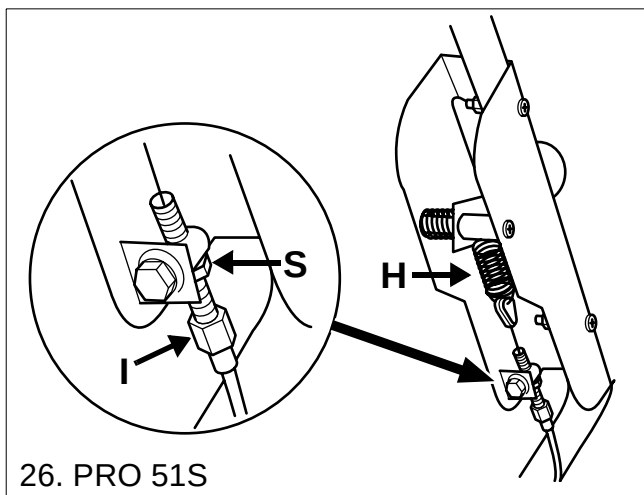
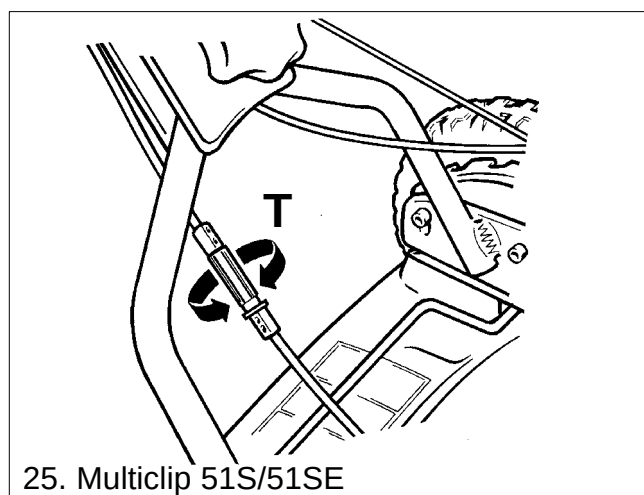
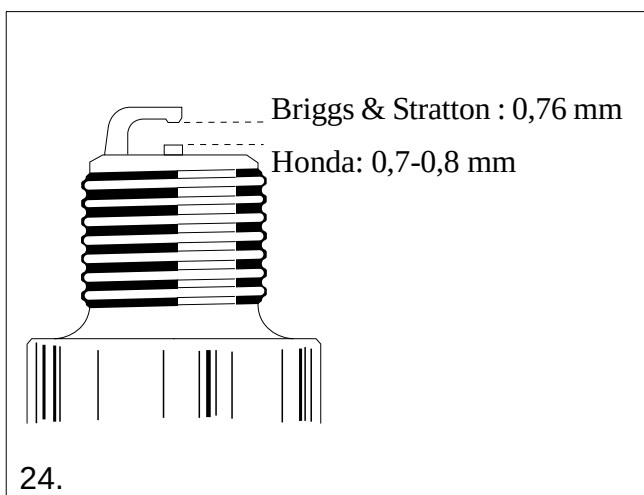
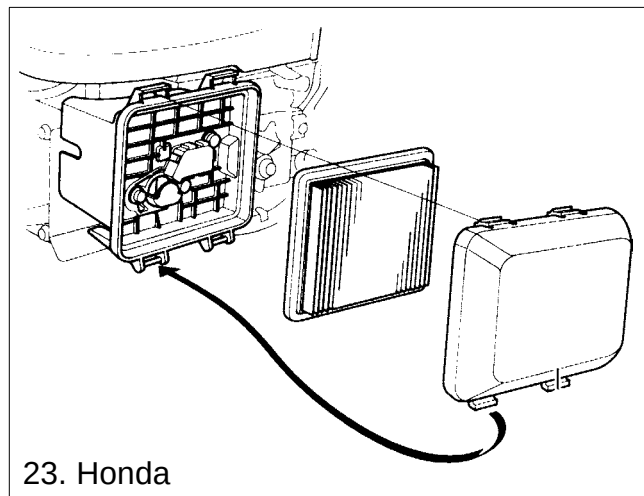
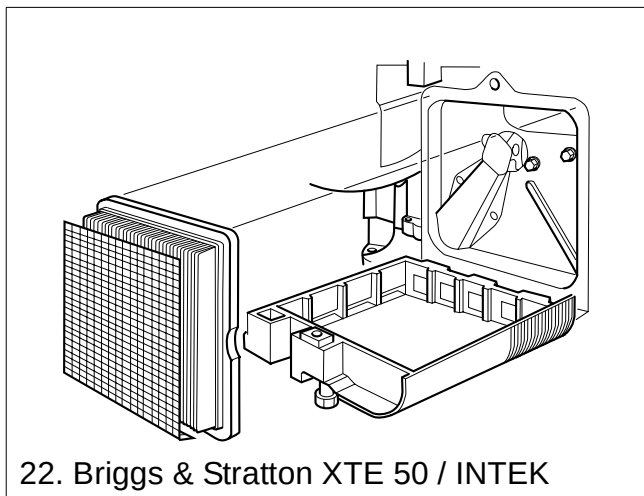
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48
51S
51SE
PRO 48
PRO 51S









SYMBOLS

The following symbols are displayed on the machine in order to remind you about the safety precautions and attention necessary when using the machine.

The symbols mean:



Warning! Read the Instruction Book and Safety Manual before using the machine.



Warning! Keep spectators away. Beware of objects being flung out.



Warning! Do not put hands or feet under the chassis of the machine when it is running.



Warning! Before starting any repair work, remove the spark plug cable from the spark plugs.



IMPORTANT

Certain sections apply to only one or a few of the models. Where this is the case, the name of the model appears at the start of the section.

Certain models do not have a throttle. The motor speed is set for optimal function and minimal exhaust emissions.

ASSEMBLING

HANDLE: LOWER PART (PRO 48/PRO 51S)

Fold back and screw tight the lower part of the handle using the screws **A** (fig. 1).

HANDLE: UPPER PART

Fit the upper part of the handlebar (fig. 2). The height of the handlebar above the ground can be adjusted within certain limits since the lower part is provided with slotted holes at the rear (fig. 3).

If necessary the upper part can be turned to one side to facilitate mowing close up to walls etc (fig. 4).

WIRE BRACKET

Fit the wire bracket using the nut and bolt (fig. 5).

CABLE BEARER

Attach the cables to the cable bearers (fig. 6) as follows:

D: Start/Stop cable + **Honda:** Throttle cable

E: **Multiclip 51S/51SE/PRO 51S:** Clutch cable

USING THE MOWER

BEFORE STARTING

FILL THE CRANKCASE WITH OIL



The lawn mower is delivered without any oil in the motor crankcase. The crankcase must, therefore, be filled with oil before the motor is started the first time.

Remove the oil dipstick (fig. 7, 8, 9). Fill the engine's crankcase with 0.6 litres of good quality oil (service class SE, SF or SG). Use SAE 30 or SAE 10W-30 oil.

Slowly fill up to the "FULL/MAX" mark. Do not fill with too much oil.

CHECKING THE OIL LEVEL

Check before using the machine that the oil level is between "FULL/MAX" and ADD/MIN" on the dipstick. The mower should stand level.

Remove and dry the dipstick (fig. 7, 8, 9). Slide it down completely and tighten it. Unscrew and pull it up again. Read-off. If the oil level is low, fill with oil up to the "FULL/MAX" mark.

FILL UP THE PETROL TANK



Fill with petrol before starting the motor. Never remove the filler cap or fill with petrol while the motor is running or still warm.

Never fill the fuel tank completely full but allow a little room for the petrol to expand.

Always use pure unleaded petrol. You must never use 2-stroke petrol mixed with oil.

Note! Bear in mind that petrol is a perishable, do not purchase more petrol than can be used within 30 days.

START OF ENGINE (Briggs & Stratton)

1. Place the lawn mower on flat, firm ground. Do not start in high grass.
2. Make sure the spark plug lead is connected to the spark plug.
3. When starting a cold engine: Press down the primer fully 3-9 times (fig. 10, 11).

When starting a warm engine the primer does not need to be used. If the engine stops due to a lack of petrol, refill and press down the primer 3-9 times.

3. **PRO 51S:** Disengage the drive. Set the clutch control **M** to  (fig. 18).
4. Press in the Start/Stop-loop **G** against the steering. Note that the Start/Stop loop **G** must be kept pressed-in to prevent the engine from stop (fig. 13, 14, 15, 18).
- 5a **Manual start:** Grasp the starter handle and start the engine by pulling briskly on the starter cord.
- 5b **Electric start (Multiclip 51SE):** Start the engine by turning the starter key clockwise. Release the key as soon as the engine starts. Always make short attempts at starting in order to prevent discharging the battery.

To facilitate starting the engine, press down the handle so that the front wheels lift slightly from the ground.



Keep hands and feet well away from the rotating blade(s). Never put your hand or foot under the blade casing or in the grass evacuation unit while the engine is running.

STARTING THE ENGINE (Honda)

1. Place the lawn mower on flat, firm ground. Do not start in high grass.
2. Make sure the spark plug lead is connected to the spark plug.
3. Open the petrol tap (fig. 12).

5. Move the throttle control **N** to the choke position . Note! Don't use the choke position when the engine is warm (fig. 16, 17).
6. Press in the Start/Stop-loop **G** against the steering. Note that the Start/Stop loop **G** must be kept pressed-in to prevent the engine from stop (fig. 16, 17).
7. Grasp the starter handle and start the engine by pulling briskly on the starter handle.
8. When the motor starts, move the throttle lever backwards until the max. rotation speed is obtained. Note! The engine should always be run at the maximum rotation speed to avoid abnormal engine vibrations.



Keep hands and feet well away from the rotating blade(s). Never put your hand or foot under the blade casing or in the grass evacuation unit while the engine is running.

TRANSMISSION (Multiclip 51S/51SE)

Engage the drive by pressing the coupling clamp **I** against the handle. Disengage the drive by releasing the coupling clamp **I** (fig. 14, 15, 17).

If you press down the handle so that the drive wheels rise off the ground, it is possible to turn, reverse, manoeuvre around trees, etc. without having to disengage the drive.

TRANSMISSION (PRO 51S)

Engage the drive by moving the clutch control **M** the  position (fig. 18). Make sure the clutch control is always moved fully either to one or the other position.

By pressing down the handlebar so that the driving wheels release their grip on the ground, turning, reversing, moving round trees etc. can be done without having to disengage the drive system.

STOP OF ENGINE



The motor may be very warm immediately after it is shut off. Do not touch the silencer, cylinder or cooling flanges as it can cause burns and injury.

1. **PRO 51S:** Disengage the drive. Set the clutch control **M** to  (fig. 18).

Honda: Close the petrol tap.

2. Release Start/Stop-loop G to stop the engine (fig. 13, 14, 15, 16, 17, 18). This loop must not be disengaged (e.g. through fixing it in the depressed position against the steering), as the engine cannot be stopped.
3. If the lawn mower is left unattended to, remove the lead from the spark plug.

Multiclip 51SE: Also remove the starter key.



If the start/stop loop no longer works, stop the engine by removing the lead from the spark plug. Immediately take the lawn mower to an authorised workshop for repairs.

MOWING TIPS

Before mowing the lawn, take care to remove any stones toys and other hard objects.

A machine with MULCHER system cuts the grass, chops it finely and then blows it down in the lawn. The grass clippings need not to be collected.

The following rules should be observed to give best MULCHER effect:

1. Use a high engine speed (full throttle).
2. Do not cut the grass too short. Not more than 1/3rd of the length should be cut off.
3. Always keep it clean under the mower casing.
4. Always use a well sharpened blade.
5. Avoid mowing when the grass is wet. The grass then sticks to the underside of the casing, giving poor mowing results.

CUTTING HEIGHT



Shut off the motor before adjusting the cutting height.

Do not set the cutting height so low that the blade/ blades can hit uneven ground.

The mower has single-lever control for adjusting the mowing height. Pull the lever outwards and then set the mowing height to a position suitable for the state of the lawn (fig. 19).

MAINTENANCE



No service is to be made on the motor or grass cutter unit without first switching off the motor and removing the spark plug cable from the spark plug.

Stop the motor and remove the spark plug cable if the mower is to be lifted, e.g. with transportation.

If the lawn mower needs to be tilted it should be tilted so that the spark plug face upwards. Tilt the lawn mower when the fuel tank is empty.

COOLING SYSTEM

Before using the lawn mower, the engine's cooling system must be cleaned. Clean the cylinder's cooling flanges and air inlet to make sure they are free from grass, dirt, etc.

CLEANING

After each time it is used the mower should be cleaned. This is particularly important on the underside of the mower casing. Wash out with the garden hose. The mower will then last longer and function better.

Note! High pressure washing units should not be used. If grass has dried on to the cutterhead casing it can be removed by scraping.



Clean the silencer and the surrounding area regularly to remove grass, dirt and flammable waste products.

Multiclip 51S/51SE/PRO 51S: Note! Cleaning should be done under the transmission cover (fig. 20) once or twice during the mowing season. Remove the transmission casing and clean with a brush or blow with compressed air.

CHANGING OIL



Replace the oil when the engine is warm and the fuel tank is empty. Take care while draining as the oil is hot, this is to prevent burns.

Change the oil the first time after 5 hours of operation, and subsequently after every 50 hours of operation or once a season. Remove the dip stick, tilt the mower and let the oil run out into a container. Be careful not to let any oil run on to the grass.

Fill with new oil: use oil of SAE 30 or SAE 10W-30 quality. The crankcase holds approx. 0.6 litre. Fill until the oil reaches the "FULL/MAX" mark on the dip stick. Do not fill with too much oil.

AIR FILTER

A dirty and blocked air filter reduces the engine output and increases engine wear.

Briggs & Stratton LS 45 (fig. 21): Carefully remove the air cleaner so that no dirt falls down into the carburettor. Take out the foam plastic filter element and wash it in liquid detergent and water. Dry the filter element. Pour a little oil on the filter element and squeeze it in. Refit the air cleaner.

Clean the filter every three months or after every 25 hours of use, whichever occurs first. More often if the lawn mower is used on dusty ground.

Briggs & Stratton XTE 50, INTEK (fig. 22): Loosen the screw and fold down the cover of the air cleaner. Carefully remove the filter cartridge. Knock it against a flat surface. Replace the filter cartridge with a new one if it is still dirty.

Clean the filter every three months or after every 25 hours of use, whichever occurs first. More often if the lawn mower is used on dusty ground.

Honda (fig. 23): Remove the cover and take out the filter. Carefully check the filter for holes or other damage. A broken or damaged filter must be replaced.

To remove dirt, carefully knock the filter several times against a hard surface or use compressed air from the back of the filter to blow-clean. Do not try to brush the filter clean as this forces dirt down into the fibres. A very dirty filter should be replaced.

Clean the air filter after every 25 hours of use or once a season. More often if the lawn mower is used on dusty ground.

BATTERY (Multiclip 51SE)



Electrolyte in the battery is toxic and corrosive. It can cause serious corrosion damage etc. Avoid all contact with skin, eyes and clothing.

In normal use during the season, the battery is charged by the engine. If the engine cannot be started with the starter key, it may be because the battery is 'dead'. Connect the battery charger to the terminal

on the battery and put on charge for 24 hours. On completion of charging, connect the battery terminal to the terminal on the motor.

Note! The battery charger must not be connected to the engine terminal. The engine cannot be started by using the charger as a source of power supply, and the charger will be damaged.

WINTER STORAGE

Store the lawn mower for the winter with the battery well-charged in a dry and cool place (between 0° C and +15° C). At least once during the winter storage period the battery should be maintenance-charged. Before the start of the season the battery should be charged once again for 24 hours.

SPARKING PLUG



Never remove the spark plug or the ignition lead when checking to see if there is any spark, always use an approved test instrument.

Clean the sparking plug regularly (every 100 hours running). Use a wire brush for cleaning.

Change the sparking plug if the electrodes are excessively burnt or if the plug is damaged. The recommendations (fig. 24) of the engine manufacturers are as follows:

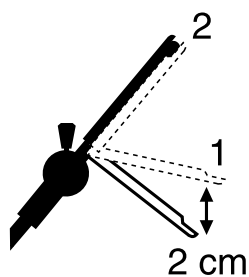
Briggs & Stratton: Champion J19LM (RJ19LM). Spark gap 0.76 mm.

Honda GCV: BPR6ES (NGK). Spark gap 0.7 - 0.8 mm.

ADJUSTING THE CLUTCH CABLE (Multiclip 51S/51SE)

If the drive does not engage when the coupling clamp is pressed against the handle, or if the lawn mower feels cumbersome or slow, the reason may be that the coupling in the transmission slips. To rectify this situation, adjust the clutch cable as follows:

1. When the clutch loop is released, it should be possible to push the mower without any resistance. If this is not the case, screw in the nipple T until the mower can be pushed (fig. 25).



2. When the clutch loop is pressed in approx. 2 cm (position 1), there should be some resistance when moving the lawn mower. With the clutch loop fully pressed in (position 2, it should not be possible to move the mower. Unscrew the nipple **T** until this position is achieved.

ADJUSTING THE CLUTCH CABLE (PRO 51S)

Control the clutch function (fig. 26):

1. Push the mower forwards and backwards with disengaged transmission.
2. Set the clutch control to the  position and push the mover until the front wheels engage.
3. In this position the spring **H** should then be extended 6 mm from it's unloaded position to give a sufficient lockforce in the transmission.
4. If the spring is not extended enough, adjust the wire nipple **I** at the handlebar.
5. First loosen the lock nut **S** and then adjust the nipple **I**.
6. Set the clutch control to the  position and control that the transmission is disengaged by rolling the mower to and fro.

ADJUSTING DRIVE BELT (Multiclip 51S, 51SE, PRO 51S)

Check the belt tension regularly. The drive belt is correctly adjusted when the shoulder bolt **K** is centered in the front hole of the engine bracket (fig. 27).

Incorrect belt tension can bring about abnormal vibrations in the steering (the belt is tensioned too tightly) or the belt can start to slide (the belt is not tensioned enough).

Adjust the drive belt like this: Stop the engine and remove the ignition cable from the spark plug. Dismantle the transmission casing. Loosen the screw **L**. Pull the transmission forwards so that the belt is tightened and tighten the screw **L**. The drive belt must be adjusted so that the shoulder bolt **K** centers in the front hole of the engine assembly ring.

SHOCK-ABSORBER (PRO 48, PRO 51S)

The forward shock-absorber **P** (fig. 28) takes up a greater load. Check the shock-absorber twice per season. If the shock-absorber shows signs of damage or wear it should be replaced.

CHANGING BLADES



Use protective gloves to prevent cuts when changing blades/knifeblades.

Blunt and damaged blades tear off the grass and spoil the look of the lawn after mowing. New, well sharpened blades cut the grass cleanly, so that the lawn looks green and fresh even after mowing.

Always check the blade after an impact. First disconnect the ignition cable. If the blade system has been damaged the defective parts must be changed. Always use genuine spare parts.

To replace the blade, slacken the screw (fig. 29). Fit the new blade so that the stamped STIGA logo is turned facing the blade attachment (and not facing the grass). Refit the washer and screw. Tighten the screw fully to a torque of 40 Nm.

When replacing the blade, the blade screw should also be replaced.

The guarantee does not cover damage to the blade, blade holder or engine caused by running into obstacles.

When replacing the blade, the blade holder and blade screw, always use genuine spare parts. Non-genuine spare parts could lead to the risk of personal injury or damage, even if they fit the machine.

SHARPENING OF THE BLADES

Sharpening of the blades must be done by wet method grinding, using a whetstone or a grindstone.

For the sake of safety, the blades should not be sharpened on an emery wheel. A very high temperature could cause the blade to become brittle.



Once the blade has been sharpened, it must then be balanced so as to avoid vibration damage.

STORAGE

WINTER STORAGE

Empty the fuel tank. Start the engine and let it run until it stops. The same petrol must not remain in the tank for more than one month.

Tip up the mower and screw out the sparking plug. Pour a teaspoon of engine oil in the sparking plug hole. Pull out the starting handle slowly so that the oil is distributed in the cylinder. Screw in the sparking plug.

Thoroughly clean the mower and store it indoors in a dry place.